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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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with which is incorporated the
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Hongkong, 6th March, 1907. 48

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12.00 Noon to 1.00 p.m. ... Every 10 minutes.
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Hongkong, 15th November, 1907. 33

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Only communications relating to the news column should be sent to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 11A, DES VEGES LANE.
LONDON OFFICE: 131, FLEET STREET.

The Daily Press.

HONGKONG, NOVEMBER 22ND, 1907.

It appears from the Radical papers that the present Government is to have its hands forced in the coming year, in the matter of Old Age Pensions. They tell us that there is absolute unity in the ranks of Liberals, Labour members, and Socialists, non-Union as well as Trades Union men, and that it is their intention to demand in the very next session—opening, as our London correspondent has telegraphed, on January 23rd—a free State pension as the civic right of every aged citizen. All over the country meetings are being organized to "voice the national purpose," and it would seem that even the side of conservatism is showing signs of resignation to the inevitable. Lord Acrebury in a letter to the *Times* is reported to have admitted that "enactment can no longer be avoided," although he still hopes to see the agitators content with something less than "a system of pensions, universal, non-contributory, and entirely apart from the Poor Law." If the thing has got to that far stage, it will seem very little use to argue about it, although the Lord knows what mischief may not be wrought by this radical measure. The influence of this experiment upon the national character is unlikely to be known to any but posterity, and we hope future generations will not arise to call our modern demagogues something other than blessed. Of course it may have no permanent ill-effects at all, but only a temporary

embarrassment of present financial, commercial, and labour conditions. There is one point, however, which should be constantly rubbed into the bare-brains of these communistic aspirants, and that is that civic rights involve civic responsibilities. If every aged citizen has to be maintained as of right by the State, it is obvious that every young citizen has the duty of helping to maintain the State. Yet how many of these clamourers recognize the corollary of what they call their civic right? How many of these mob meetings, which are unanimously to yell "aye" to the pension proposition, would not yell "no" as promptly to a proposal of universal service, or conscription? As the socialistic idea develops, the dupes of the demagogues will discover that no utopia is possible without bitters as well as sweets. The idea of universal pensions leads irresistibly to universal service. They may think only of the wages, and not of the work (a quite likely diagnosis of their mental condition) but the two things are inseparable. The Socialism which is to replace the present individualism cannot stop where they choose; it must evolve, and like the mills of the gods it will grind them till they feel exceeding small. It will be a harder taskmaster than any they have known. If they are now chastised with whips, under it they will feel scorpion blows. Their very potations will be limited. They will be put "on allowance" in the matter of beer. This is an argument which the political agents at Home should not lose sight of. As for the poor, dreaming fools, they claim pity rather than censure, for they know not what they do.

The Japanese rice crop this year is expected to be ten per cent better than the normal.

The Rev. T. W. Pearce will lecture in the Y.M.C.A. rooms, Alexandra Buildings, this (Friday) evening, at 9 o'clock on "Clerical comicalities." This lecture will be open to the public.

Before numerous members of the Chinese Y.M.C.A. last night Dr. J. H. Sanders delivered an interesting lecture on the mechanism of the human body. Dr. Ho Nai-hop acted as interpreter.

Thirty-three Hungarian stud horses, mares and stallions, purchased in Europe by the Japanese Horse Administration Bureau were landed at Yokohama from the "Hitachi Maru" a short time ago.

It was an attempt to corner copper in New York that resulted in the retirement of Mr. F. Augustus Heinze from the presidency of the Mercantile National Bank and the suspension of Otto Heinze and Co., on the New York Stock Exchange.

His Excellency the Governor has been pleased to appoint Captain William Armstrong, Hongkong Volunteer Corps, to be his Honorary Aide-de-Camp, with effect from the 20th inst. Sapper H. W. Lehead is struck off the Strength of the Corps.

On Wednesday night a seaman from the s.s. *Empress of Japan* went into a house in Ship Street, accused a woman of robbing him and struck her over the head with a bottle. He appeared before Mr. F. A. Hazell at the Police Court yesterday, and was fined \$5.

Ferdinand Faithfull, described as an Engineer employed in the Straits, was granted divorce on November 13th on grounds of adultery committed by his wife. The co-respondent, Francis William Douglas, was cast in damages to the amount of £125.

A blacksmith who prized the door of a house open at Kowloon City on Wednesday night, entered and collected clothing and money to the value of \$40. As he was leaving again he was caught by a lunko, and at the Police Court yesterday Mr. Hazell sentenced him to three weeks' imprisonment with hard labour and six hours' stocks.

The *Cablenews* says:—As long as the cattle corrals of Hongkong harbor attract the government will keep up the bars here against cattle from that part. An order prevails now to the effect that every head of cattle brought in from Hongkong is to be slaughtered in Manila, and none permitted to be taken alive into the provinces. Inasmuch as the French Indo-China cattle continues to come in from Saigon free of disease, this restriction will not apply to them.

The directors of the Chartered Bank of India agreed to Sir Vesey Strong's request to delay the demolition of the banqueting hall of Grosvenor Hall for another fortnight. It was understood that there could be no further extension of time and that if, at the end of October, the money required to carry out the scheme had not been obtained, the presentation movement would have to be abandoned. In the course of the interview that Sir Vesey Strong had with Sir Montagu Turner, Chairman of the Bank, the latter remarked that the further extension asked for was a serious matter to the bank. In these days, when profits were so difficult to make, the bank could scarcely afford to have a large amount like £180,000 yielding no return. The shareholders must be considered. Moreover, operations in connection with the building of the bank's new premises were completely blocked. Owing to their not being able to get out their plans and get on with the work, they were losing money at the rate of \$200 a week.

The *Singapore Free Press* of November 12 says:—Mr. Justice Sweeney Smith, one of the two Junior Puisne Judges, sat yesterday for the first time, when he took sittings in Chambers.

The Shanghai cricketers left for the north yesterday afternoon by the s.s. "Empress of Japan." Among the many who saw them off were Mr. F. Maitland, president of the Hongkong Cricket Club, Mr. A. R. Lowe, the secretary, and Mr. R. Hancock, captain of the victorious eleven.

Saturday, November 23rd, being the day of the enthronement of the Right Rev. Gerard Heath Lander, D.D., as 5th Bishop of Victoria, there will be a celebration of the Holy Communion in St. John's Cathedral at 8 a.m. Evensong and the Enthronement Service will commence at 3 p.m. Seatholders are particularly requested to occupy their seats in good time.

The British Minister at Peking has pointed out to the Waiwatu that the matter of pirates who have plundered merchant ships in the West River has not been decided, though over half a year has passed, and that there are fresh cases reported. The Minister urges that the Canton authorities should be ordered to arrest the pirates and to arrange to pay indemnity therefor.

The *Singapore Times* understands that a telegram has been received in the Colony to the effect that the Westminster Construction Company have secured a contract in connection with the Tanjong Pagar Improvement Scheme. Whether this applies to the graving dock and tidal basin does not appear clear. This well-known firm of civil engineers is at present engaged upon the waterworks scheme in Singapore.

It is quite natural that archaeologists should deplore the destruction of the ancient stocks, on the ground that they are relics of the past which should be preserved; but a clergyman at a meeting of the Essex Architectural and Archaeological Society at Exeter advanced a plan for maintaining this obsolete penal machine. It seemed to him, he said, a great pity that the use of stocks was not kept up. If an offender were placed in the stocks in a place where he was known, where boys could shoot peas at him, and deride him, it would have a better effect than sending him to prison.

We understand that the result of the working of the Japan Sugar Refining Company for the half-year just closed continues to be satisfactory, and the company is in a position to pay a dividend at the rate of 20 per cent. per annum. Mr. Sakawa, President of the Company, however, thinks it advisable to increase the reserve, and is content with a smaller dividend, as the company has a considerable amount of debtors still standing. The President has accordingly recommended the Board of Directors to pay a dividend at the rate of 15 per cent., placing the surplus so made available to the reserve.

The *Cablenews* says:—Chinese consulates at Cebu and Manila will probably be the first results of the visit to Manila of His Excellency Yang Shi Chi, the royal trade commissioner and minister of agriculture and commerce at Peking. The Chinese consul general stated that this and other important changes would take place in the near future. During the few days that have been spent here, the commissioner and Hon. Yew Chung, former consul general here and now director of the Shanghai Nanking Railroad, investigated the commercial status of their countrymen in the islands. They have also called upon the insular government for advice as to the best way of extending trade between China and the Philippine Islands.

Although not too sanguine of success, the staff at Greenwich Observatory have commenced to search for Halley's comet, which, since its last appearance in 1835, has been some 500,000,000 miles beyond the orbit of Neptune. Should the comet still exist, and the computations of mathematicians as to its movements be fairly correct, it is now between the orbits of Saturn and Jupiter, having crossed the former's orbit last February, and being due at that of Jupiter early in 1909. It is now, therefore, about 30,000,000 miles from the sun, moving on the background of the stars south of Gemini and a little east of Orion—the region of the sky now being photographed—and it is just possible that with exposures of two or three hours it may leave a record on the plates. Another comet being looked for is the short-period comet discovered by Mr. Denning at Bristol in 1881.

John Brown and Company, now one of the most powerful of British iron, steel, and ship-building combines, have, as builders of the "Lusitania," secured a splendid world-wide advertisement. The firm of John Brown, of Atlas Works, Sheffield, dates back as a limited company to 1864, but the City correspondent of the *Yorkshire Daily Observer* recalls that its interests have been considerably extended during recent years. The Clydebank Engineering and Shipbuilding business was acquired in 1899, Thomas Firth and Sons, steel manufacturers, in 1902, half the shares of the Coventry Ordnance Company in 1905, and Harland and Wolff's famous Belfast shipbuilding business during the current year. Collieries are owned in Yorkshire, an ironstone field at Floddingham, and iron mines in Spain. The capital is now £2,200,000 in 1,500,000 £1 Ordinary shares, and £700,000 Cumulative Preference, the former being partly £1s. and partly £10s. For each of the last two years 10 per cent dividend has been paid on the Ordinary capital, while £200,000 has been expended out of profits for extensions. Reserves total £225,000 and the last carry-forward was £63,969. The fully-paid £1 Ordinary shares are quoted about \$34. 9d.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE GERMAN BUDGET.

LONDON, November 21st.
The German budget totals Marks 2,750,058,401, an increase of Marks 153,666,772.

BALL IN HONOUR OF THEIR SPANISH MAJESTIES.

LONDON, November 21st.
An underground ball is to be given at Welbeck, Nottinghamshire, in honour of King Alfonso of Spain and his consort. One thousand guests have been invited.

NEW JAPANESE CRUISER.

Tokyo, November 21st.
The armoured cruiser *Izumi* of 14,000 tons has been launched at Kure. Her keel was laid in May, so a record has been established for rapidity in construction.

[REUTERS' SERVICE.]

MR. HALDANE'S ARMY SCHEME.

LONDON, November 19th.
Mr. Haldane speaking at the Volunteer Dinner in London, announced that the Deputy Lieutenants of the Counties would in future be reserved for those with ten years military service with the regular volunteers or territorials, or in connection with the County Associations.

MILITARY COURT OF ENQUIRY.

LONDON, November 19th.
A Court of Enquiry has been opened at Chelsea Barracks, to investigate complaints of Lieutenant Woods, 2nd Grenadier Guards regarding alleged unjust treatment in certain reports to the War Office.

CRICKET.

LONDON, November 19th.
England v. Victoria. Victoria has made 287 for 5 wickets.

PORTUGAL.

LONDON, November 19th.
Senhor Franco, Premier and Minister of the Interior, who for many months, with the support of the King and Government, acted without the Parliament, maintains his policy unwaveringly, has to-day prohibited meetings for purposes of political agitation, and imposed a rigorous censorship on the press.

THE JAPANESE IN THE UNITED STATES.

LONDON, November 19th.
Ten Japanese who crossed the frontier from British Columbia have been arrested in Washington territory and sent to Seattle for deportation. The frontier is patrolled for a distance of 40 miles.

THE ARBUTHNOT FAILURE.

IMPORTANT CIRCULAR TO CREDITORS.
Messrs. Arbuthnot's Creditors' Committee have issued a circular to creditors, inviting them, in view of the imprisonment of Sir George Arbuthnot, and in view of the heavy expenses that have to be incurred by further prolonging the proceedings to drop the opposition to the insolvent's discharge. The Committee consider that the attention of creditors should be for the future be concentrated upon the realization of the assets of the insolvent firm. The Committee have requested their solicitors in England to drop further proceedings in connection with the commission issued to England on the insolvent's solicitors giving an undertaking that they will not proceed further with the commission.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 21st at 11.55 a.m.—The depression has moved into the Pacific to the N.E. of Japan. The barometer has risen considerably in S. Japan, and fallen slightly over China and the Philippines.
Pressure is highest over N. China, and gradients are moderate to slight along the coast. Fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. N.E. winds, fresh; cloudy, misty.
Formosa Channel. Same as No. 1.
South coast of China between Hongkong and Luzon. Same as No. 1.
South coast of China between Hongkong and Hainan. Same as No. 1.

SUPREME COURT.

Thursday, November 21st.

IN BANKRUPTCY.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

RECEIVING ORDER GRANTED.
Re LOUNG TANG. This application for a receiving order, adjourned from last week owing to the solicitor for the plaintiffs in an action brought by the Russo-Chinese Bank against Loung Tang not being served, was again heard. Mr. R. A. Harding appeared for the applicant, and Mr. Daniel (of Messrs. Johnson, Stokes and Master) represented the Russo-Chinese Bank.

Mr. Harding pointed out that debtor's liabilities were \$3,700, in addition to a disputed debt claim made in connection with the absconder from the Russo-Chinese bank, and that amount was subject to whatever would be recovered from the absconder.

His Lordship—A very small contribution, I expect.

Mr. Harding—I understand he has assets here, and an action has already been commenced against him. Whatever is obtained will necessarily reduce the amount of the claim.

His Lordship—It cannot reduce it by much.

Mr. Harding—I understand there are substantial assets.

Mr. Daniel—That is a statement by my friend only.

Mr. Harding—Mr. Daniel, has no locus standi and cannot be heard.

His Lordship—I asked for his attendance and will certainly hear him.

Mr. Daniel—I am instructed by the bank to oppose the receiving order. On the debtor's declaration he admits the debt, but according to his solicitor he does not, and if that is so he is not insolvent. I asked Mr. Harding if he would consent to judgment, but he declined unless we would agree to the bankruptcy and we refused to do that.

His Lordship—Can you show me any grounds for refusing the order?

Mr. Daniel—The debt claim by the bank must be admitted or he is not insolvent. My friend has just said it is a disputed claim.

His Lordship—He has admitted it.

Mr. Harding—I cannot get away from this document.

Mr. Daniel—I would ask your Lordship to refuse the application or adjourn it for a week.

We have instructed Counsel (Mr. Slade) but he is ill.

His Lordship—I adjourned it last week for this very purpose, but I cannot again adjourn. The order is granted.

ANOTHER RECEIVING ORDER.

Mr. F. X. d'Almada e Castro applied on behalf of Messrs. Wilkinson and Grist for a receiving order in the case of Shui Hang-teung et parte Luk Hok-chen. The assets were \$1400 worth of stock and \$7000, debts, while the liabilities totalled \$15,600. The order was granted.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. COMPERTZ (ACTING PUISNE JUDGE).

SEQUEL TO A PIRACY.

Ip Tsung-nin brought action against Kwong Tse-king claiming the delivery up of a junk now lying at Shaikwan, or in the alternative \$1000 damages. Mr. F. B. L. Bowley (of Messrs. Denny and Bowley) appeared for the plaintiff, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) for the defendant.

Mr. Bowley said the plaintiff in the action was a salt fish dealer who had carried on business for a long time at a place called Chak Po in the district of Yungking, a coastal district between Macao and the island of Hainan. Plaintiff had carried on business on his own account at this place for some six years. He owned two fishing junks which went out on the high seas to catch fish and return with them for him to sell. Six years ago he built the junk now in question, on which he employed a steerman and seven fishermen. Plaintiff also owned a similar junk which he purchased. Both these junks, in accordance with Chinese custom, bore the same name. On August these two junks set out on a fishing expedition in the afternoon. They sailed all night with fine weather and a light breeze. At about three o'clock on the following morning the steerman of the junk in question was awakened by a noise. He observed a boat lying alongside his junk, heard the firing of guns, and saw a number of strangers aboard his own craft. These pirates, who were armed with swords and firearms, immediately overpowered the crew, forced them down into the hold and put down the hatch cover with a weight on top. Then they took possession of the junk and sailed her away. The steerman and crew were kept under hatches for the best part of three days, food and water being handed down to them by the pirates. The piracy occurred on the 18th, and on the evening of the 20th the junk was anchored by the pirates, and the steerman and crew put ashore at what appeared to be an uninhabited part near Sunning. After this the pirates sailed away the junk and their own boat. It took the steerman and crew eight days to get back to Chak Po, and they had to beg food at the different villages they passed. On arrival there they found that the consort junk had returned and reported the piracy to the plaintiff, who reported the matter to the Chinese Authorities and then started off with the steerman to hunt for the stolen junk. He went to Kongmoon and Macao. At the latter port he received certain information which led him to come to Hongkong where he found his junk at anchor in Shaikwan harbour. He reported the matter to the Hongkong Police, they informed the Government and the Government reported the occurrence to the Chinese Authorities in order that the pirates might be searched for and

prosecuted. An inspector of police seized the junk at Shaikwan, and found it was claimed by the defendant, who produced a bill of sale for it. Plaintiff then applied for the return of the junk, which was refused, hence the cause of action. According to the Common Law of England, which was in force in Hongkong, the owner of property could not be deprived of it except by lawful means. If he found it in possession of a third party he was entitled by law to seize it and take possession. But the plaintiff did not exercise his right of recapture in this case because it might have led to a breach-of-the-peace.

The case was adjourned.

ANOTHER CONFIDENCE TRICK.

FANTAN IN HONGKONG.

The case in which Teung Fok-sun, broker, and Yau Sui-san, Chan Kam-long, Hsu Wan-shang and Woo Kow stand charged on several counts of conspiring to defraud opened before Mr. C. D. Melbourne at the Police Court yesterday, when Mr. G. E. Morrell (of Messrs. Denny and Bowley) and Mr. Otto Kong Sing appeared for the prosecution, and Mr. F. X. d'Almada e Castro (of Messrs. Almada & Smith) and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the defendants.

Chan Sing-on, Messrs. Sincere and Co's purchasing clerk, was the first witness. He told the Court how he had been approached by the defendants to take a share in a new firm, and how they taught him gambling at the office at 58, Hollywood Road, and made him banker.

Mr. Almada then cross-examined.

Did you have some practice games?—Yes.

And they showed you how to count the cash?—Yes, they taught me.

Have you ever been to Canton?—Yes.

And Macao?—Yes.

Have you ever been to a fantan house in Macao or Canton?—I have passed by, but never been in.

Never gambled in your life?—No.

The table cloth was turned over was it not?—I was even taught to do that.

You were taught to drag cash towards you with a pencil?—Yes.

The first and second defendants, during the absence of the third, asked you to join in to defraud the third?—Yes.

And you agreed to do so?—Yes.

They didn't force you to join in?—Yes they did. They made me sign a declaration to defraud.

What did the third defendant say when he came into the house?—That he had lost a lot of money at Shektontem.

How many games of fantan were played on November 6th?—Before the third defendant came in or after?

After?—Seven or eight.

And the third defendant staked during the first seven games?—Yes.

And lost?—Yes, lost every time.

And in the eighth game he won?—Yes.

And you three were playing to cheat the third defendant were you not?—Yes, I was told to do so.

And can you tell me on which number the third defendant won?—On No. 3.

You know that No. 2 was to be the winning number?—Yes, and the first and second defendants knew too.

And you counted the cash wrongly?—Well, the first defendant, who was on my right at the time, told me to make a memorandum of the amount I lost and the amount I owed him. Afterwards I counted the cash and three turned up instead of two.

The third defendant insisted on you giving him a promissory note for \$10,000?—What he told me was that I lost \$500 capital into the bargain.

He asked you to give a note of indebtedness?—Yes, and I signed a document which I could not read.

Do you know how to read or write?—I cannot read or write.

You can only read and write your own signature?—And that not very well.

Is this your signature (producing document)?—That is how I was taught to write it.

Didn't you on October 7th receive from the third defendant the sum of \$800?—No.

Is not this document in your handwriting?—This is not the promissory note I signed.

But is not the whole of it written by you?—I cannot remember whether I did or not.

Is that your handwriting?—I forget.

Did not the third defendant ask you to get him a position in Sincere and Co. as a buyer, and did you not want him to deposit \$1000?—No.

You asked for \$1000, and he had only \$800 on hand?—I did not want a thousand for the job.

Re-examined by Mr. Kong Sing:—

You say you cannot write?—No.

Did you write that (document produced)?—I cannot remember for certain whether I did or not.

You told us in your evidence that you wrote your signature to a promissory note or document for \$10,000 on account of the gambling that took place?—Yes.

Was that on red, green or yellow paper?—Red, but the writing was very good.

Did you read what was written on the paper?—What was the use of my looking at it when I could not read?

There is your name there; did you write that?—It looks as if I did sign it but I did not sign on this document.

The hearing was adjourned.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Manila* left Sydney on Tuesday, the 19th inst. p.m., and may be expected here on or about the 15th prox.

The I.G.M. str. *Kleist* which left here on Wednesday, the 20th ult., arrived at Genoa on Wednesday, the 20th inst. at 8 a.m.

The Boston str. *Tromont* sailed from Moji on 1st inst., and is due at Manila on the 26th inst.

PRACTICAL JOKING.

BY A SHANGHAI CRICKETER'S "BOY."

He may have been elated at the success of the Shanghai players in the interport tennis match as he wended his way to Shek-tai-tai early yesterday morning, for certainly Tsai Mo was in a jolly humour. He was brought from Shanghai by one of the cricketers to attend him in Hongkong, and on Wednesday evening got permission to take the night off. On his way to the Chinese pleasure haunts he procured an imitation police whistle, and after dining at one of the hotels strolled leisurely up and down the busy thoroughfares until the night was far spent. Then he "got to business." Standing outside of the hotels he would blow shrilly on his whistle, the usual crowd would assemble, and then the police, but no cause for the sounding of the constable's call could be discovered, and after a time the crowd would again disperse, only to rally at another point where the whistle again blew loudly. Tsai kept this practice up for some considerable time, and apparently it amused him immensely. Eventually, however, he was captured by one of the lokongs who had been responding to duty's call and trying to find the caller. He was removed to No. 7 Station, and yesterday morning appeared before Mr. C.D. Melbourne at the Police Court on a charge of disorderly behaviour. He had to pay a fine of \$5.

CANTONESE "PATRIOTS."

ENGLISH GUNBOATS ON THE WEST RIVER.

SELLING CHINA TO FOREIGNERS.

A Canton correspondent writes that on the 19th inst. there were two indignation meetings held there, one by the gentry and students, the other by the merchants.

A Mr. Kong Sew-chin presided over the first, and Mr. Wong Cheung-wei over the other. Two thousand people, more or less, were protesting against the Walwupu "giving the English power to cruise about the West River route."

Even though our own forces be inadequate to cope with pirates and robbers, in effect said one speaker, we cannot tolerate the active presence of foreign troops. We must try the Walwupu and the Viceroy first. Then if these fail to meet our wishes, we must combine in another boycott. [This speaker's name is given as Chan Cheung-po.] "We must establish a self governing society for our protection."

Another speaker said the "Saisan" piracy was being used as a pretext to encroach on Chinese jurisdiction, and that the whole of Kwangtung was in danger. Was the Walwupu selling China to the foreigners, as some men said? Let them take a million dollars from the Customs and equip Chinese gunboats to extirpate the pirates. They did not need foreign help to do that.

Reference was also made to Chinese-owned launches flying foreign flags.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The scores made during the month of October were as follows:

GOVERNOR'S AND CHATELAIN'S CUP.	
Dr. Evan Jones	63 + 6 = 69
Mr. A. Jenkins	68
Mr. L. G. Bird	64 + 4 = 68
Mr. J. H. Pidgeon	66
Mr. W. J. Saunders	58 + 6 = 64
Mr. G. Gibson	54 + 14 = 68
Mr. E. Abraham	44 + 20 = 64
Mr. J. C. Gower	63
Mr. E. S. Carruthers	61 + 2 = 63
Mr. R. Baker	50 + 4 = 54
Mr. H. W. Bird	57 + 6 = 63
Mr. A. Blower	55 + 6 = 61
Mr. A. Mackenzie	55 + 4 = 59
Mr. E. F. Mackay	38 + 20 = 58
Mr. W. G. Humphreys	37 + 20 = 57
Mr. W. J. J. Gast	47 + 8 = 55
Mr. E. W. Terrey	43 + 10 = 53

The number of members who competed during the month was 18, and there were 69 entries.

BREKLEY CUP.	
Mr. J. C. Gower	62
Mr. R. Baker	60
Mr. J. H. Pidgeon	60
Mr. W. Daniel	44 + 16 = 60
Mr. H. W. Bird	51 + 6 = 57
Mr. W. G. Humphreys	31 + 20 = 51
Mr. J. Lemm	14 + 20 = 34

Eight members shot, and there were 24 entries.

DOUGLAS CUP.	
Dr. Evan Jones	57 + 6 = 63
Mr. J. C. Gower	56
Mr. A. W. J. Watt	52 + 2 = 54
Mr. J. W. Terrey	19 + 10 = 29

Nine members shot, and there were 33 entries.

Pools were won by members as follows:—
5th & 6th October Mr. L. G. Bird 61 + 4 = 65
12th & 13th October Dr. Evan Jones 57 + 6 = 63
19th & 20th October Dr. Evan Jones 57 + 6 = 63
26th & 27th October Mr. R. Baker 53 + 4 = 57

THE DALLAS-BANDMANN COMBINATION.

According to the Calcutta "Asian" the recent feud between the Dallas and Bandmann interests has now been composed, and everything in the *hotus dramaticus* is henceforth lovely. This is what the *Asian* remarks:—

The little rift in the Dallas-Bandmann lute which at one time threatened to make the music mute, has now been mended and after so recently being a *Pépé nua* the two brethren have ceased howling for pistols for two and coffee for one! Mr. Dallas has, in fact, so to speak, "come in under the old umbrella" and is now to be Mr. Bandmann's leading comedian in his Musical Comedy Company vice the plautior Mr. Harry Cole, who is going to give India's shiny shore a rest for a season. Mr. Bandmann proposes to open in Miss Hook of Holland, over which people in London went crazy when it was first produced, and he announces many other novelties and curiosities as he goes concealed in his Pandora's casket. The Girls of Göttingburg is one of them, and there are also, of course, many old favourites, which, so it is said, Mr. Bandmann is pledged to produce under his contract with Mr. George Edwards. The way these rights are granted is, we believe, we are correct in saying, conditionally on the pieces in respect of which they are granted being played a specific number of times by the lessee. The reason for this is, of course, that the lessor should be guaranteed a certain fixed sum in royalties in addition to the sum paid by the lessee for the rights.

PRINCE ITO'S DINNER.

TO MEET SIR FRANCIS PIGGOTT.

The Social Press of Nov. 13th says:

On Monday evening Prince Ito gave a dinner in honour of Sir Francis Piggott, the Chief Justice of Hongkong. Besides the guest of honour there were present Viscount General Hasagawa, Viscount Sano, Mr. Yi Wangyung, Prime Minister, Mr. Ko Yungki, Minister of Finance, Mr. Yi Chaikon, Minister of Education, Mr. Im Bonchun, Mr. Song Pyongchun, Minister of Agriculture, Commerce and Industry, Mr. Cho Chungwang, Minister of Justice, Lieutenant-General Yi Pyongmu, Minister of War, Mr. Yi Eunpung, Minister of the Imperial Household, Mr. D. W. Stevens, Mr. Henry Cookburn, the Right Reverend Bishop Turner, Mr. O. R. Conley, Mr. S. Tsurubara, Major General Murata, Major-General Muto, Mr. M. Komura, Mr. E. Ishizuka, Mr. K. N. Boshima, Major-General Akashi, Mr. Ko Henkoku, Mr. H. Furuya Capt. Naite, Baron Satake, Mr. N. Nabeshima, Mr. Tsurugara and Mr. M. Zamoto.

Prince Ito, in proposing the health of the guest of honour, said that it was a great pleasure to him to have as his guest an old friend like Sir Francis Piggott.

He had had the pleasure of making his distinguished guest's acquaintance. It was while he was engaged on the task of drafting the constitution of Japan, that Sir Francis came out as his legal adviser and it gave him exceeding pleasure to have Sir Francis as his guest after such a long period. His pleasure was all the greater because his friendship with his valued guest had not been formed accidentally, but as the result of labouring together upon a work of the greatest importance to Japan, England, and the East.

Prince Ito continued to say, was his second home. He was forty-four or forty-five years ago that he had gone to England for the first time. In those days he knew something about China and other countries of the Far East, but he had no knowledge at all of the countries of the West. On arrival in England, he was, therefore, simply astounded by what he saw there; he had not been prepared for such marvelous progress in arts and civilization. It was then that his eyes were opened; it was then that he had been to see the great houses, a new man, and he had a task to convert his conservative friends to his point of view, but of his experience in that respect he did not think it necessary for him to speak, as it had nothing to do with his guest of the evening. He was sure he had said enough to show that he had reason for calling England his second home. For those reasons he was particularly gratified to greet the Chief Justice of Hongkong as his guest. Finally he thanked the other guests for their courtesy in coming to his dinner and asked them to join in drinking the health of Sir Francis Piggott.

Sir Francis Piggott, in reply, said it was twenty years almost to the month and day since he had set out from England to take up his new post under the Japanese Government. By a curious coincidence, the almanac in the quarters that he occupied now, happened to show, when he arrived here, the date of November 19, which was the day on which he had left England twenty years ago. This he regarded as a happy augury for his journey in Seoul. Indeed in coming here he felt that he had come not among strangers, but among friends. It was twenty years ago that he had first heard the call from the East, and in the life of the East he found an inspiration which was a source of great joy in those early days and which later continued to influence him in tropical climates and now in Hongkong, the centre of British civilization in East Asia. When he had come to Japan twenty years ago, it was his great fortune to have worked under so great a master as his illustrious host. For him from the first he entertained regard, but that regard soon ripened into friendship, and the friendship remained unimpaired ever since. How deep was his friendship, toward Prince Ito might be seen from the fact, probably known to most of those present, that one of his sons born in Tokyo, was called after His Excellency. It was, therefore, with great pride that he came on the present occasion as His Excellency's guest. A pride which was the greater as he was the Prince's guest in a country where the crowning task of the great statesman's remarkable life was going to take place. He did not feel at all like a traveller, he was among old friends. He had been invited as an old friend and as such he had accepted the invitation. He wished to thank his fellow guests of the evening for the kind manner in which they had received his least so cordially proposed by His Excellency. He also thanked them for their kindness in coming with Prince Ito to make his stay in Seoul pleasant and agreeable. He asked them to join him in drinking the health of the noble host.

PRINCE ITO AND "THE WHITE MAN'S BURDEN."

A LONDON JOURNAL'S VIEWS.

The London *Star* has a characteristic leading article on the interview which Prince Ito had with Reuters' Tokyo correspondent, as printed in our columns a few days ago. It read in part as follows:—

"In all this turmoil of racial and religious hatreds, this call for a 'white Australia,' these brutal lynchings of negroes in the Southern States, it is a little quaint that the world should have to wait for Prince Ito, the Japanese statesman, to strike the required note. In an interview before his departure as Japanese Resident-General in Korea he declared his willingness to work with British missionaries for building up a new Korea, and then he added this pregnant sentence:—'The thinking people of the world approve of Japan's course. What does it matter about the colour of my skin or my religious belief if I am working for the good of humanity?'"

"Surely there never was a more bitter irony than this. Englishmen and Americans, to name no others, have had fifteen centuries of Christian civilization behind them, and they cannot live up to this ideal yet. So far from working with the coloured man for the good of humanity, the most advanced sentiment is that of the Pharisaical verses of Kipling:—

Take up the White Man's Burden,
The savage wars of peace,
Fill full the mouth of Famine,
And bid the sickness cease.

And when your goal is nearest,
The end for others sought,
Watch Slouch and heathen Folly
Bring all your hope to nought."

"The Russo-Japanese war has perhaps partially awakened the complacency of this sort of prophet; indeed, we do not seem to remember that Mr. Kipling has yet found words to celebrate the triumph of 'Slouch and heathen Folly' over the soldiers of the Cross. The white man has so long looked down upon the heathen in his blindness that the success of Japan in the East, in trade, and in war has been a real awakener to him. He has discovered that he is not the lord of all the earth, and we hope Prince Ito's noble words will bring some response (however shamefaced) from the professors of faith, hope, and charity in European arsenals and churches."

"THE EMPRESS OF CHINA."

ONE VERSION OF THE VANCOUVER ACCIDENT.

A message from Vancouver to San Francisco, dated October 23rd, says:—

"The Canadian Pacific Railway Company's Oriental liner 'Empress of China' sank this evening alongside her dock in this port. Her masts and funnels have been opened, but how, no one can explain."

The big steamer's main deck on the port side is awash with several feet of water. She sank and heeled over on her port side, so that the main deck is now at an angle of about forty-five degrees. Her engines and funnels are completely under water. The ship is resting on a mud bottom, but the problem in saving her will be that of righting the vessel and preventing her from completely turning turtle. "Just after six o'clock this evening the steward noticed that the water was coming in over a lower deck. All day the liner had been loading flour, five or six hundred tons of which is now being slowly turned into paste in the watery hole. Instantly the steward gave the alarm. Officers at dinner hurried to their stations as the big vessel began to list. All hands manned the pumps, but it was too late to save her from sinking, and soon every person was ordered ashore."

"She continued to list and sink, and by 8 o'clock her stern was resting on the bottom of the harbour. The tops of her masts, leaning over the wharf, extend to the gables of the big freight sheds. Just before 8 o'clock the engineers in charge of the dynamo left their posts and came ashore. She sank at nearly high tide and the starboard side of the main deck is still about ten feet above the water. "The steamer is valued at approximately \$1,000,000. Her furnishings are magnificent and her machinery in excellent shape. She was booked to sail next Thursday for the Orient and would have carried the British mail for Hongkong, for which the line received a large subsidy from the Imperial Government. At 9 o'clock a diver was sent down to locate the open hatchways. He came up with a new man, and he had a task to convert his conservative friends to his point of view, but of his experience in that respect he did not think it necessary for him to speak, as it had nothing to do with his guest of the evening. He was sure he had said enough to show that he had reason for calling England his second home. For those reasons he was particularly gratified to greet the Chief Justice of Hongkong as his guest. Finally he thanked the other guests for their courtesy in coming to his dinner and asked them to join in drinking the health of Sir Francis Piggott."

Sir Francis Piggott, in reply, said it was twenty years almost to the month and day since he had set out from England to take up his new post under the Japanese Government. By a curious coincidence, the almanac in the quarters that he occupied now, happened to show, when he arrived here, the date of November 19, which was the day on which he had left England twenty years ago. This he regarded as a happy augury for his journey in Seoul. Indeed in coming here he felt that he had come not among strangers, but among friends. It was twenty years ago that he had first heard the call from the East, and in the life of the East he found an inspiration which was a source of great joy in those early days and which later continued to influence him in tropical climates and now in Hongkong, the centre of British civilization in East Asia. When he had come to Japan twenty years ago, it was his great fortune to have worked under so great a master as his illustrious host. For him from the first he entertained regard, but that regard soon ripened into friendship, and the friendship remained unimpaired ever since. How deep was his friendship, toward Prince Ito might be seen from the fact, probably known to most of those present, that one of his sons born in Tokyo, was called after His Excellency. It was, therefore, with great pride that he came on the present occasion as His Excellency's guest. A pride which was the greater as he was the Prince's guest in a country where the crowning task of the great statesman's remarkable life was going to take place. He did not feel at all like a traveller, he was among old friends. He had been invited as an old friend and as such he had accepted the invitation. He wished to thank his fellow guests of the evening for the kind manner in which they had received his least so cordially proposed by His Excellency. He also thanked them for their kindness in coming with Prince Ito to make his stay in Seoul pleasant and agreeable. He asked them to join him in drinking the health of the noble host."

"The thinking people of the world approve of Japan's course. What does it matter about the colour of my skin or my religious belief if I am working for the good of humanity?'"

"Surely there never was a more bitter irony than this. Englishmen and Americans, to name no others, have had fifteen centuries of Christian civilization behind them, and they cannot live up to this ideal yet. So far from working with the coloured man for the good of humanity, the most advanced sentiment is that of the Pharisaical verses of Kipling:—

Take up the White Man's Burden,
The savage wars of peace,
Fill full the mouth of Famine,
And bid the sickness cease.

And when your goal is nearest,
The end for others sought,
Watch Slouch and heathen Folly
Bring all your hope to nought."

"The Russo-Japanese war has perhaps partially awakened the complacency of this sort of prophet; indeed, we do not seem to remember that Mr. Kipling has yet found words to celebrate the triumph of 'Slouch and heathen Folly' over the soldiers of the Cross. The white man has so long looked down upon the heathen in his blindness that the success of Japan in the East, in trade, and in war has been a real awakener to him. He has discovered that he is not the lord of all the earth, and we hope Prince Ito's noble words will bring some response (however shamefaced) from the professors of faith, hope, and charity in European arsenals and churches."

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CLAIMANT TO THE PAGE MILLIONS.

A SYDNEY SYNDICATE.

Our Fremantle correspondent says the "Times of Ceylon" writes, under date October 22nd, as follows:—

The next interesting passenger on board the "Britannia" is Mr. G. Horton-Morris, of Katombu, N.S.W., who is with his wife and daughter and Mr. A. Johnson, his private secretary. Mr. Horton-Morris is heir-at-law to the Page millions. He told me this morning that he is a landowner, and has been out in Australia since 1879, and lived in Sydney for 25 years. He has considerable property. He had known of the London and Middlesex estates all his life. His mother was a Page and niece of Henry Page, the last holder of the estate, who died in 1829, intestate; the whole estate being placed by the Court of Chancery in the hands of trustees in that year, since which time it has been administered by trustees. A syndicate has been formed in Sydney with a capital of £10,000 in 21 shares to finance Mr. Morris in the prosecution of his claim, and on October last an agreement was signed between the solicitors for the claimant and the syndicate. There was a great rush for the shares, and another 5,000 shares could easily have been secured. He is quite confident that he will be able to recover the estate. The British Government is claiming the estate, and valuing it at £15,000,000. The story, stated Mr. Horton-Morris, had much in common with some of the old chancery suits, which swallowed many fortunes in law expenses and court claims. He believed the present matter will have a different termination. The Page estate, he told me, date back to the days of Henry VIII., about 1535, the King suppressed the monasteries in England, and Mr. Page, a Commissioner, was given the Kilburn Priory, of which he took possession upon the expulsion of the nuns. This was the foundation of the wonderful fortune that an effort is to be made to recover. Since the death of Henry Page in 1829, the Page estate has been administered by trustees. The claim Mr. Horton-Morris is making he regards as unique in the history of property. Vast interests and fabulous sums will be involved if the case comes to an issue. The Page estate has an area of 60 square miles, stretching North and West from the Marble Arch. It comprises about one third of the county of Middlesex, whole suburbs of London, and some rural pieces of Hertfordshire. Harrow is the natural centre of this huge and enormously valuable tract, and its extent may be gauged by leaving a line from the Marble Arch up the Edgware road, through Haverhill to Epsom station, across the skirts of Rickmansworth, thence to point a few miles south of Uxbridge and back to Hyde Park by Southall, Acton and Notting Hill. The whole of the land within these boundaries, with certain insignificant exceptions, is comprised in the Page estate. It contains some of the finest residential districts in the west end and an extra suburban area which will be enormously developed within the next few years, in addition to the several historic Middlesex manors and rural tracts towards the borders of Bucks and Herts, where the soil yearly yields a heavy toll. In the estate are the termini of Euston, Kings Cross and St. Pancras. Many of the present occupants of the property are quite innocent as to the weakness of their titles. There is little doubt that such claimants will have their titles confirmed when they appear before the select Committee of the House of Commons, which is shortly to consider the nation's claim to the Page estate. A considerable portion of the estate, despite the abundant buying and selling of the last 80 years, is still in the hands of the trustees, and in the case of sequestration of the estate, would at once fall to the Crown. It is interesting to note that the leases for the landman manors fronting on Maida Vale (they were built on 50 years lease) will soon fall in—a circumstance which would give the Crown immediate possession. Among the many interesting and historic properties, the titles of which are being asserted by Mr. Horton-Morris, are Harrow Priory, the playing fields at Harrow School, Twyford Abbey, Wemley Park, Sandringham Priory and Oakley Woods. Mr. Horton-Morris is a prominent Freemason and belongs to the Grand Lodge of N.S.W.

Commenting upon an objection recently raised in Ceylon against the prominent public use of the House of statistics showing the number of cases of infectious diseases in the port, the *Japan Herald* says:—

"A point of interest to journalists as well as to business men in Japan was raised by the Chairman at the annual meeting of the shareholders of the Oriental Hotel Co., Ltd., Kobe, on Wednesday, in reference to the publication by the newspapers of statistics of infectious diseases prevalent in the country. Mr. Groom is apparently of opinion that the Press should be rendering service to hotel proprietors and business men if they suppressed, or at any rate made light of, these statistics, as such publication is likely to create a bad impression among the touring public, who naturally in such cases would give Japan a wide berth in their travels. From the point of view of a hotel director Mr. Groom's remarks may have some weight, but journalists, in considering such matters, have a duty to perform to the general public who look to the Press for a faithful record of local events. We thoroughly endorse the remarks of Mr. Young in dissenting from the Chairman's statement. If such statistics were suppressed or even regarded lightly, such attitude would tend to create a feeling of diffidence among local Municipal and sanitary officials, whereas publication of every case makes them alert and anxious to do everything possible to stamp out the epidemic. It is the duty of the Press to keep the reading public informed of the general health conditions prevalent in any country, especially in such a time of pestilence, and, in fact, in face of this information, tourists visit the country the responsibility rests with them alone. Hotel proprietors and business men cannot expect journalists to suppress such information; rather should they look to the Municipal authorities to encourage the tourist traffic by the adoption of up-to-date sanitary measures and taking every possible step to stamp out such diseases, and in this the vigilant attitude of the Press is likely to be of some service."

How to BE BRAVELIER—Keep your complexion, Mrs. Elliot's Cream, Charman's and Special Skin Tonic and Poudre Charman will enable you to do it. Har Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents 651

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NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and should be accompanied by the name of the advertiser, and the address to which the copy should be sent. Advertisements and Subscriptions which are not accompanied by a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Pansa, Code: A.B.C., 5th Ed. Edition.

P.O. Box, 83, Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

BY a SHANGHAI HOUSE about to open in HONGKONG a Competent EUROPEAN with Good Knowledge of Import Business. Apply in writing to M. Care of "Daily Press" Office, Hongkong, 22nd November 1907. 1858

TO LET.

"LEWKNOR" No. 116, Peak, Furnished, for 18 months from the middle of March, 1908. Apply to—M. W. SLADE, Prince's Buildings, Hongkong, 22nd November, 1907. 1859

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that LANMAN & KEMP of No. 137, Water Street, in the City of New York in the County and State of New York in the United States of America, Merchants, have on the 5th day of September, 1900, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK: A distinctive device of a Phoenix rising from the ashes and impressed with a copy of the written signature of the Applicants in the name of LANMAN & KEMP who claim to be the Sole Proprietors thereof. The TRADE MARK has been used by the applicants in respect of SCENTED WATER IN GLASS 48. A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned, DEACON, LOOKER & DEACON, Solicitors for the Applicants, 1, Des Voeux Road Central, Hongkong. Hongkong, 22nd November, 1907. 1860

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship "SUI MOW" Captain Trouman, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY. Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 p.m. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 21st November, 1907. 1861

NOTICE.

THE Undersigned begs to Notify that he has no partner in any of his business neither is he a partner of any other Firms than ARVILLI BROTHERS. A. F. ARVILLI, Hongkong, 18th November, 1907. 1835

WANTED.

A PORTUGUESE GENTLEMAN, experienced in Sale of Beverages. Apply with references to T. S. Care of "Daily Press" Office, Hongkong, 25th October, 1907. 1709

TROOPS GOING HOME.

THE CHAPLAIN to the Forces would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going Home on the "SICILIA." A postcard addressed to him at Headquarters Office will ensure parcels being fetched or they may be sent to Chaplain's Room, Fletcher Street, any morning. Hongkong, 6th November, 1907. 1779

SWATOW DRAWN WORK COMPANY, 38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE, and CANTON GRASS CLOTH, &c. Hongkong, 19th October, 1907. 1685

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER of the Estate of JAYNE, otherwise JAMES DE SOUZA late of Victoria in the Colony of Hongkong, Gentleman, Deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 56 of the Probate Ordinance 1897 made an Order limiting to the 14th day of December, 1907, the time for sending in Claims against the above Estate. All persons are hereby required to send in their Claims to the Undersigned before the said date. Dated the 15th day of October, 1907. D'ALMADA & SMITH, Solicitors for Administrators. 1711

NOTICES OF FIRMS

KITSON LIGHT FOREIGN SUPPLY COMPANY.

WE, the CHEONG KWONG FIRM (昌光號) of No. 20, Peel Street, hereby admit and acknowledge that we have this Day given an undertaking to Messrs. DODWELL & Co., Limited, SOLE AGENTS here for the KITSON LIGHT FOREIGN SUPPLY COMPANY of LONDON, not to make or sell or in any way directly or indirectly interested in the making or selling of any lamps, burners or other apparatus for producing light in any way infringing the Patent Rights granted in this Colony to Mr. ARTHUR KITSON or to the KITSON LIGHT FOREIGN SUPPLY COMPANY. We further admit that we have forfeited to Messrs. DODWELL & Co., Limited all the invention lamps made by us infringing the above Patent Rights.

Hongkong, 15th November, 1907. 1840

KITSON LIGHT FOREIGN SUPPLY COMPANY.

IT has come to our knowledge that certain Firms here have been manufacturing and selling and/or letting out for hire Lamps which are an infringement on the Patent Rights as Registered in this Colony by Mr. ARTHUR KITSON of LONDON. We hereby give Notice that we shall take legal or other action against any Firm or Firms found to be making or selling or causing to be made or sold any Lamp or Lamps, lamp burners or other apparatus for producing light, in any way infringing on the Patent Rights above mentioned.

DODWELL & CO., LIMITED, Sole Agents, KITSON LIGHT FOREIGN SUPPLY CO., Hongkong, 15th November, 1907. 1841

AUCTIONS

BY ORDER OF THE MORTGAGEE.

PARTICULARS OF SALE OF THE Equity of Redemption of and in the VALUABLE LEASEHOLD PROPERTIES.

Situate at Victoria, in the Colony of Hongkong. To be sold by PUBLIC AUCTION On MONDAY, the 25th day of November, 1907, at 3 o'clock p.m. at his Sales Room by Mr. GEO. P. LAMMERT, Auctioneer.

BEING All those two equal undivided fourth shares and interest of YUENG KI of and in all those pieces or parcels of Land registered in the Land Office as Section C of Inland Lot No. 311, and Subsection No. 1 of Inland Lot No. 311, together with the messuages or tenements thereon known as No. 354, QUEEN'S ROAD CENTRAL and No. 41, LOWER LASCAR ROW.

The said Premises are held for the residue of the term of 75 years and for the further term of 924 years granted by a Crown Lease and Extension thereof subject to the payment of the due proportions of the Crown Rent and to the performance of the covenants in the said Lease and Extension reserved and contained And Subject also to an Indenture of Lease registered in the Land Office by Memorial No. 33,267 and to an Indenture of Mortgage registered in the Land Office by Memorial No. 40,371 and to the principal sum of \$3,200 and interest thereon and to an Equitable Mortgage registered in the Land Office by Memorial No. 40,908 and to the principal sum of \$750 and interest thereon. For Further Particulars and Conditions of Sale apply to

D'ALMADA & SMITH, Solicitors for the Vendor, or GEO. P. LAMMERT, Auctioneer. Hongkong, 12th November, 1907. 1805

PUBLIC AUCTION.

THE Undersigned have received instructions from THE PROPRIETOR, THE WESTERN HOTEL, to Sell by Public Auction, On THURSDAY, the 28th November, 1907, at 11 A.M. at No. 93, Queen's Road West, the following

THE WHOLE OF THE FURNITURE THEREIN CONTAINED, Comprising—DOUBLE and SINGLE IRON BEDSTEADS and BEDDING, SIDEBOARDS with Beveled Glass, DINING TABLES, WASHSTANDS, DRESSING TABLES, PICTURES, GLASS and CROCKERY WARE, &c., &c.;

One ENGLISH BILLIARD TABLE by Hanning Bros., London, AND 2 COTTAGE PIANOS.

TERMS—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 20th November, 1907. 1847

PUBLIC AUCTION

BY ORDER OF H.M. WAR OFFICE.

THE FOLLOWING VERY VALUABLE LEASEHOLD PROPERTY,

Known as INLAND LOT NUMBER 427 (SPRING GARDENS) containing an area of about 42,383 square feet and having a frontage on Queen's Road East of 223 feet, situate at Queen's Road East, Hongkong, will be Sold by PUBLIC AUCTION

On WEDNESDAY, the 18th day of December, 1907, at 3 o'clock in the afternoon, in One Lot by Messrs. HUGHES & HOUGH, Auctioneers, at their Auction Rooms, in Des Voeux Road, Central.

The Property consists of: All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot 427, and all buildings thereon and appurtenances thereto belonging, held under the Crown Lease thereof dated the 7th day of April, 1856, for the term of 999 years from the 28th day of July, 1856, at the annual Crown Rent of £150 Sterling, subject to the covenants and conditions contained in the lease.

For further particulars apply to THE AUCTIONEERS, or to DENNIS & BOWLEY, Solicitors for the Vendor, Hongkong, 21st November, 1907. 1854

FOR SALE

ANNUAL CLEARANCE SALE. FROM 1st till 30th NOVEMBER.

CHINESE, JAPANESE AND INDIAN SILKS, CRAPE, CANTON LINES, EMBROIDERIES, SHAWLS, LACES, CARPETS, RUGS, DRAPERIES, FANCY GOODS, &c., &c.

BARGAINS! BARGAINS! BARGAINS! Kindly note that the above Articles are suitable for presents for Christmas and New Year. Inspection earnestly solicited.

D. CHELLARAM, 2, D'Agular Street, Hongkong, 1st November, 1907. 1749

FOR SALE.

INLAND LOT No. 1708.

SITUATE at North Point, Shaubikwan Road, Hongkong, (next to the Metropole Hotel). The property contains by admeasurement 103,850 square feet. Crown Rent, \$338.00 per annum.

For further particulars, apply to GOLDRING & BARKLOW, Solicitors, 10, Queen's Road Central, Hongkong, 12th September 1907. 1494

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PEAYA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. 1106

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 33 Years From 1874 to 1906. Price: \$2 Cash. On sale at the "DAILY PRESS" Office or Local Booksellers.

ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907. Complete Edition ... \$10.00 Small ... \$6.00 Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

ON SALE.

THE FIFTY YEARS ANGLICAN-CHINESE CALENDAR 日曆英中 年十五

FROM 1st JANUARY, 1864 to 31st DECEMBER 1913; BEING FROM THE 1ST YEAR OF THE 72nd CYCLE TO THE 50TH YEAR OF THE 72nd CYCLE, THAT IS THE 32nd YEAR OF TUNG CHI TO THE 39th YEAR OF KWON SOL. Price \$2 CASH. On Sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East. The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order. Hongkong, 2nd October, 1906. 1841

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 to 1905; ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information. Price: \$1 CASH. On Sale at the "DAILY PRESS" Office, or Local Booksellers.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily. Storage accepted, to receive and deliver perishable goods: WM. PARLANE, Manager. Hongkong, 18th November, 1907. 47

DAVID CORSE & SON'S MERCHANT NAVY

LONG BOILED RELIANCE CROWN TARPAILING ARNOLD, KARBURG & CO. Sole Agents.

報新外中港香

CHUNG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY, Is the oldest and still immeasurably the best medium for Advertising among the Native Community. Established for nearly FIFTY YEARS. Circulates largely throughout Southern China, India, China, etc.

Terms for Advertising (Translating free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong; 131, Fleet Street, London or from the different Agents. Documents translated from or into Classical or Colloquial Chinese.

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INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents. Hongkong, 21st April, 1897. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Agents. Hongkong, 13th August 1906. 29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS at 31st DECEMBER, 1906 £17,337,118.

1. AUTHORIZED CAPITAL, £3,000,000 SUBSCRIBED CAPITAL, 2,750,000 PAID-UP CAPITAL, 887,500 0 0 1. FIVE FUNDS, 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 27th April, 1907. 1146

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD, Hongkong, 9th February, 1907. 1830

FIRST-CLASS BOARD & RESIDENCE

AT "BRASSIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate. Apply to—Mrs. F. W. WATTS, "Brasside," 20, Macdonnell Road, (late of "Tang Yuen." Hongkong, 27th June, 1905. 143

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents, 35 & 37, Hing Loong Street, (1st Street West of Central Market), Telephone No. 516.

PHOTOGRAPHER

M. MUMBYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central. Good Panoramas Views of Hongkong, recently taken, on sale.

TYPEWRITER.

F. A. V. RIBEIRO, Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 19, Queen's Road Central (First-floor).

JUST RECEIVED

FINE ASSORTMENT OF CHRISTMAS & NEW YEAR CARDS.

HALF-MASKS, ART RELIEF NOVELTIES, MECHANICAL ANIMALS.

POSTCARD, BIRTHDAY and STAMP ALBUMS, POSTCARD PAINTING BOOKS.

USED POSTAGE STAMPS in Bags, Fackets, Sols &c., Suitable for Christmas Presents at prices to suit any buyer. Inspection solicited. GEACCA & CO., Hongkong Hotel Corridor. 1591

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily. Storage accepted, to receive and deliver perishable goods: WM. PARLANE, Manager. Hongkong, 18th November, 1907. 47

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報新外中港香

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DAVID CORSE & SON'S MERCHANT NAVY

LONG BOILED RELIANCE CROWN TARPAILING ARNOLD, KARBURG & CO. Sole Agents.

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE SIEBENHUNDLUNG (PREUSSISCHES STAATSBANK) Berlin.

DIREKTION DER DISCONTO-GESSELLSCHAFT DEUTSCHER BANK S. BLANCHENBERG BERLINER HANDELS-GESSELLSCHAFT BANK LÜBEK HANDEL UND INDUSTRIE ROBERT WARSCHAUER & CO. MENDELSSOHN & CO. M. A. VON ROTHCHILD & SOHNEN JACOB S. H. STRIN NORDDEUTSCHER BANK HAMBURG, Hamburg SAL. OPPENHEIM, JR. & Co., Köln. BAYERISCHE HANDELSBANK UND WIRTSCHAFTSBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHCHILD & SON; THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT DIRECTION DER DISCONTO-GESSELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG, Manager. Hongkong, 7th January, 1907. 25

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL, £800,000. Shortly to be increased to £1,200,000. RESERVE FUND, £1,075,000. Shortly to be increased to £1,475,000. RESERVE LIABILITY OF PROPRIETORS, £800,000.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the daily balances.

On Fixed Deposits for 12 months 4 per cent for 6 " 3 " for 3 " 2 " JOHN ARMSTRONG, Manager. Hongkong, 16th May, 1907. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000. SUBSCRIBED, 1,125,000. PAID-UP, 582,000. RESERVE FUND, 170,000.

BRANCHES: LONDON, JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the daily balances.

On Fixed Deposits: For 12 months, 4 per cent. For 6 " 3 " For 3 " 2 " EVAN ORMISTON, Manager. Hongkong, 30th April, 1907. 24

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP, Yen 24,000,000. RESERVE FUNDS, Yen 15,500,000.

BRANCHES AND AGENTS: Tokyo, Kobe, Osaka, Yokohama, Nagasaki, London, Lyons, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Chefoo, Tientsin, Peking, Newchwang, Dairen, Port Arthur, Antung, Loyal, Mukden, Tieling, Chang Chun.

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balances.

On fixed deposits for 12 months 5 per cent " " " 6 " 4 " " " " 3 " 3 " TAKEO TAKAMICHI, Manager. Hongkong, 25th September, 1907. 540

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000). RESERVE FUND " FL. 5,378,375 (£448,000).

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascoeran, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Achoen) Badjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2 per cent per annum on daily balances.

INTIMATIONS

S. MOUTRIE
& CO., LTD.THE ORCHESTRELLER CO.'S
NEW MODEL"AERIOLO"
PIANO PLAYERS

RETURNED AFTER A FEW MONTHS

ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS
AND THE MOST PERFECT INSTRUMENT
ON THE MARKET.A WRITTEN GUARANTEE GIVEN
WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 13th November, 1907. 38-1

MITSUBISHI BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 84 "
Width of Entrance on Bottom... 84 "
Water on Blocks at Spring Tide 34 "

DOCK NO. 1.

Extreme Length... 523 feet.
Length on Blocks... 515 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide 64 "

DOCK NO. 2.

Extreme Length... 571 feet.
Length on Blocks... 563 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILER, and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

The COMPANY has the powerful steamer

"OURA-MARU" (712 tons) 13.12

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

for Short Notice. 789

TO LET.

UPPER Level, TWO ROOMS, in private

family. Tonnies Court.

For particulars apply to

E. H. L.

Care of "Daily Press" Office.

Hongkong, 29th October, 1907. 1735

TO LET—FURNISHED.

"SLEMISH" No. 101, The Peak.

Apply to—

Messrs. HASTINGS & HASTINGS,

Solicitors.

38, Queen's Road Central, Hongkong.

Hongkong, 4th September, 1907. 1445

TO LET.

FIRST Class European Houses, Lochiel

Terrace and Humphreys Avenue, Kow-

loon.

Apply to—

HEWAN & CO.,

Care of China Merchants S. N. Co.

Hongkong, 1st October, 1907. 1590

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon

Cheap Rental.

Apply to—

SPANISH PROCURATION.

Hongkong, 18th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—

SECRETARY.

A. S. Watson & Co., Limited

Hongkong, 23rd April, 1907. 180

TO LET.

OFFICES on Top Floor, No. 3, Connaught

Road, facing the Cricket Ground.

"HATHERLEIGH," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit

Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS and No. 163, Des Vaux Road

next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 21st November, 1907. 1792

TO LET

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street.

No. 2, FAIRVIEW, ROBINSON ROAD.

Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Vaux Road.

Hongkong, 9th October, 1907. 94

TO LET.

A HOUSE in KNUTSFORD TERRACE

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 1st November, 1907. 192

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya

East, near East Point.

Apply to—

JARDINE, MATHESON & Co., LTD.

Hongkong, 21st October, 1907. 1690

TO LET.

NOS. 2 and 3 Observatory Villas, Kowloon.

Moderate Rental. Tennis Court and

Electric Lights.

Possession 1st November, 1907.

Apply to—

ARRATON V. APCAR & CO.,

45, Wyndham Street.

Hongkong, 5th October, 1907. 1620

TO LET.

THE WHOLE of the SECOND FLOOR

of No. 34, Queen's Road Central, (opposite

the General Post Office). The Rooms are light,

spacious and well ventilated; 13 in number

beside kitchen, pantry, bathroom, servants

quarters etc. Very moderate rent. Immediate

possession. Apply to—

YEE SANG FAT & CO.,

Same Address.

Hongkong, 7th October, 1907. 1627

TO LET.

"STONHEVED" 35, Robinson Road.

59, CAINE ROAD.

Nos. 27, 31 and 33, SEYMOUR ROAD.

Apply to—

SAM WANG CO., LTD.

81, Queen's Road Central.

Hongkong, 8th November, 1907. 1103

TO LET.

NO. 4, QUEEN'S GARDENS—7 Rooms

and 4 Bathrooms, lately colourwashed,

painted and repaired throughout. Electrical

fittings, &c. can be taken over at a valuation.

Apply to—

Care of DUNN, RAM & GIBBS.

Hongkong, 5th November, 1907. 1769

TO LET.

SHOPS and FLATS in Des Vaux Road.

Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.

Hongkong, 15th July, 1907. 1155

TO LET.

"GLENWOOD" CAINE ROAD, suitable

for a Boarding House or Club. Con-

taining 24 Rooms.

OFFICES on the Third Floor of "HOTEL

MANSIONS" 3 ROOMS Corner over Messrs.

Kruso & Co. Fine position. Cheap rental.

BEACONSFIELD ARCADE, Fine Offices

and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL,

Top Floor, (over Calbrook Macgregor).

OFFICES in Queen's Road Central.

BELLING TERRACE HOUSES,

ROBINSON ROAD.

"THE EYRIE" Peak (Furnished) for 3

Months from 1st September 1907. Cheap

Rental.

BISHOP'S LODGE SOUTH (PEAK)

Partly Furnished, Immediate Possession.

No. 1, MOUNTAIN VIEW (PEAK)

Furnished. For 4 or 5 months from 1st

December, 1907.

No. 1, ALBANY.

No. 6, DES VEAUX VILLAS (PEAK).

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House).

Apply to—

LINSTED & DAVIS,

3rd Floor, Alexandra Building.

Hongkong, 22nd November, 1907. 1102

TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 2nd March, 1907. 491

TO LET.

GROUND FLOOR of No. 4, Des Vaux

Road including a Strong Room and

servants' quarters.

The Top Floor of No. 2, Wyndham Street

lately vacated by the Hotel Baltimore, suitable

for a Club or Boarding House.

Apply to—

DAVID SASSOON & Co. LTD.

Hongkong, 11th November, 1907. 1633

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPTON'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1906. 197

TO LET.

IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96, 97 and 101, Praya

East.

Apply to—

CHATER & MODY,

Victoria Buildings.

Hongkong, 20th June, 1907. 1089

THE SECOND MATE.

The Second Mate of the China Coast and the Malaysian Seas is a personality apart. His class is separate and distinctive. He spends his time about equally between effort and a shore. But although he generally sails as Second Mate, it does not follow that such is his fortified rank. More often than not, he holds a Chief Mate's ticket; sometimes he carries a Master Mariner's or even an Extra Master's. His type smacks of the old school of deck officers who got their training on a sailer. They can speak of adventurous voyages in many seas and of remote ports unknown to modern steamship trade; and, in a manner, they entertain a feeling somewhat akin to disdain for their younger brother of the cloth, whose early practical experience has been gained on a training ship and who yet surprises them in the race of life and leaves them far behind. But on the whole it is not a rancorous bitterness with which the old Second Mate views the advance of his juniors, for sailors are nothing if not generous, in their hearts as well as in their pockets—when these are flush. Of course, there are exceptions. The Master who has "lost his ship" or the Mate who has had his ticket dealt with is more often than not a coward, and a cowardly man with a standing scruple against the Board of Trade and all that pertain thereto and a dead set on Royal Navy Captains and Marine Courts of Inquiry in general.

A most necessary, the Second Mate is a rolling stone. All the way from Bombay to Hakodate, he fits between port and port. There is not a place on the intervening coast in which he cannot claim acquaintances or friends; he can hardly enter a single roadstead without recognizing some ship or other on which he has at one time sailed; there is never a hotel on the seaboard where the proprietor he does not know by name—not to mention the quality of the liquor he keeps in stock.

Anyone who has had any experience of sea port or even fishing village life in England cannot fail to remember how strikingly numerous are the old "sea Captains" with whom one meets. They are as ubiquitous as "Colonels" in the United States. Every old mariner who has sailed abroad as a mate has acquired the courtesy title of "Captain," whether he has served on a 51 ton schooner or a 2000 ton steamer. And so it is amongst the old school of Second Mates in the East. Every one of them, it might safely be said, has been in command of a craft of some kind or another ones in a "White," and such a command is generally gained by the bestowal of the courtesy title of "Captain," whether the commander be or be not a Master Mariner. And it is an accepted axiom that, "Once a Captain, always a Captain." Needless to say, the bestowal of this courtesy title applies only on shore. Afloat, there is only one Captain, and he is absolute, but by the same token, I have sailed off Singapore on a coaster on which every deck officer down to the Third Mate was a Master Mariner. The custom of thus bestowing the title of "Captain" where it is not rightfully due is harmless and not unpleasant from the human point of view, but it must be confessed that it sometimes leaves the shoregoing mate in perplexity.

In contemplating the ranks of the Second Mate's Corps, one cannot help being impressed by its pathetic aspect. Here is a Master Mariner whose ticket has been suspended on account of the stranding of his ship. Of course, as you will say, he has had his ticket restored. Yet, but in the underwriters' books a black mark stands against his name, and it is an improbability that any owner will offer him another command. And so he drifts into the roving ranks of the Second Mates. Here is another type: a grey-haired man, quarter of a century on the Coast, yet unable to boast possession of a Master's certificate; not, perhaps, through want of seamanship and ability, but from lack of opportunity or of thrift, from ill luck or what not causes who shall say? And so he, a disappointed man, with no hope of attaining to the height of that honest ambition with which a sea man is wont to be absorbed into the ranks of the Second Mates. One more instance—unhappily, all too common—is that of the vigorous mariner of 35, who while forging steadily ahead, with his Master's certificate well in view, suddenly discovers that colour blindness has come upon him, and is afraid to face the Examiners for the higher test, lest his visual deficiency be revealed and the ticket he has held be treated from him. How many of this class sail as Second Mates? I wonder.

But it must not be thought for a moment that the aspect indicated is one which seriously besets the breasts of the Second Mates. They are a promiscuous class so far as mundane affairs are concerned, though they may even scale Parnassus heights in lovely contemplation of the starry firmament, as they pierce the bridge by night. On the whole, they are a jolly set of men, citizens of the world, able to fetch themselves out of a tight corner if need be; and above all, their suavity influences more than anything else serves to connect link between those two confounding forces "Above" and "Below." In other words, the Deck Officers and the Engineers—who without the aid of the seconds would be just about as interminable as the liquids each represents, namely water and oil.—Singapore Free Press.

EXPERIENCE

BETTER THAN

ARGUMENT.

The world-wide fame of Mother Seigel's Syrup is based on the evidence of men and women whom it has cured of indigestion, biliousness, constipation, headaches, sleeplessness, flatulence, nervous depression, anaemia, and other disorders of the stomach, liver and kidneys. Compounded of roots and herbs, Mother Seigel's Syrup contains digestive ferments and gentle tonics for the stomach, liver and kidneys. These elements render it invaluable to all who, through unhealthy surroundings, sedentary occupation, worry, overwork, or climatic change, lack the vitality which only good food, well digested, can supply. When you are tortured with indigestion, so that you can't eat, can't work, can't think, can't sleep, you should at once give Mother Seigel's Syrup a trial. Tens of thousands of people testify that Mother Seigel's Syrup cures indigestion, because it has cured them. Profit by their experience!

HERE IS THE EXPERIENCE!
Mr. W. G. P. Bruce, of 18, Alma Terrace, Bawdsey-on-Sea, Woodbridge, Suffolk, wrote on January 1st, 1907, saying:—"Many times your great medicine, Mother Seigel's Syrup, has freed me from suffering and restored me to health and vigour. I have endured all the usual tortures of indigestion with many more, of which few, I hope, have any experience. Pain at my stomach, and in my back, headache, and vomiting of a nasty sour fluid, were common while the indigestion fits lasted. I have not had a seizure for about four years now, because I always take Mother Seigel's Syrup whenever I feel the least sign of indigestion and it never fails to drive it off."

Mother Seigel's Syrup has been for nearly 40 years the most effective remedy known for all stomach disorders.

MOTOR NOTES.

[A Temporary Substitute for our weekly feature.]

Although Hongkong is not infected with the motor craze as yet to any extent, certainly not to the extent it has permeated Shanghai on the North and Singapore on the South, there is a good deal of interest taken in motors of all sorts; and the Editor will be glad to receive and print any items on this prize that motor-minded readers may be good enough to send in or suggest.

Our London contributor of "Motor Notes" from Home" has failed this week; but then it happens to be a week without a mail arriving from that part, and the Siberian route—which the recent exploits of the Italia car should have kept fresh in his mind—does not seem to have occurred to him.

There are, as far as we know, about seven motor cars in Hongkong, more cars than suitable roads, as a matter of fact. Motors should do what the trams have failed to do, open up residential possibilities in outlying parts of the Island. The Pokfulam road already knows the impact of motor tires; and we can envy the fortunate individuals who can thus enjoy both sides of the Peak. The other side contains numerous very desirable residential sites, which would surely be seized upon if locomotion were more convenient, safe, and expeditious.

Hongkong's motoring will probably be mainly on the water. Certainly the motor boat seems to have come to stay in our harbour. At present, the cynics say, they some times stay too long. But that will doubtless be changed when the motor is better understood.

As it is, the few experts whom the Colony can boast of find their advice and assistance in strong demand, notably Mr. J. W. Kow, who seems to have made a special study of the modern machine that is expected to have such an important future.

Whether the amateurs who talk so much and so impressively at a certain club of magnates and back-fires, and ignition-sparks, and so on, are really as wise as they seem to the uninitiated listener, we do not know; but they certainly contrive to get a great deal of pleasure out of their hobby. The rival marries of various makes are warmly championed.

A case of interest to motorists was decided by the American Judge at Shanghai on Nov. 12th. Mr. C. A. Fromm, formerly known to Hongkong and Canton, sued Mr. Thomas L. Cobbs for injuries done to his wife by defendant's automobile. Mrs. Fromm's ricksha coolie had suddenly tried to cross the street as the motor came up, and she was thrown out by the collision. Prior to this it appears that the defendant had been blowing the horn of his car at frequent intervals. This was made necessary on account of the crowded condition of the thoroughfare. As soon as defendant apprehended the danger, he immediately shut down the brake and brought the car to a full stop in a period of about three seconds. The collision occurred at the point of stopping, and was not as bad as it might have been. In giving judgment for the defendant, His Honour made the following interesting point:—It is contended that he did not blow the horn after he saw the danger. This fact indicates presence of mind rather than carelessness. The sounding of the horn at the junction would have caused him to stop his car. Defendant's duty then was to stop his car. Within the short period of about three seconds, and while passing over a space of from ten to twelve feet, defendant shut down the brake and brought his car to a stop. In view of all the circumstances, we are convinced that the defendant was not guilty of negligence or carelessness at any time while passing along the street, and that after the accident became imminent, he made a conscientious effort to minimize the effects of the same. On the other hand, it cannot be said that the acts of plaintiff's ricksha coolie were characterized by care and caution. It was his duty before attempting to cross the street to take the precaution of looking in both directions for the purpose of ascertaining whether there might be vehicles approaching. In failing to take this precaution, he was, in our opinion, careless and negligent, and this was the real cause of the accident.

It was on November 14, 1896 that a famous bill was passed in Parliament removing the vexatious restrictions which had hitherto made the subjects of the wit of the multitude. It was not that there had been no efficient cars before then. We are often treated to old pictures resurrected from ancient houses depicting the running of steam carriages at some unearthly date in the early days of Queen Victoria, and even up to 1896 makers had produced cars of some beauty and a certain amount of speed and utility. But the difference between 1896 and 1907 in the matter of the construction and production of motor cars is a difference which we do not remember any other trade has excelled. Certainly the bicycle took longer to evolve than the motor car.

BEER.

[A doctor says that beer, "if one has the weakness to drink it," is better for one at meals than tea.]

Doctor, why this innuendo?
Why this bitter threat at beer?
Why this attitude, my friend? Oh,
Why this very mordant sneer?
Many men of limpid virtue
Hold the view that a can't hurt you.
On this interesting topic
Let me tell you that I know
Many who are philanthropic
On a daily pint or so,
Who, with souls by six unsharred,
Quaff the mythical tankard
Mon of learning, modern Platos,
When the hour of lunch draws near,
With their steak and fried potatoes
Order, say, a pint of beer.
Even Shakespeare, I affirm, made
Light of bitter at the "Merrill."
Where the genius, saint, and martyr
All securely place their loins,
Shall I pose as a non-starter
When a friend would fain stand true?
Never, till my life desert me!
(Thanks, another wouldn't hurt me.)

ARGYLL
MOTORS, LTD.

SHIPPING.

ARRIVALS.

Bourbon, French str., 987, Le Bail, 20th Nov.
 Saigon 16th Nov. General—Chinese.
 FAIRHOP, Norwegian str., 891, O. Andersen,
 21st November—Swatow 20th November,
 General—Osaka Shosen Kaisha.
 HONG WAN, British str., 2,460, Kinghorn,
 20th Nov.—Peking and Singapore 12th
 Nov. General—Chinese.
 JACOB DIERICHSEN, German str., 623,
 Hansen, 20th Nov.—Swatow 15th Nov.,
 General—Jensen & Co.
 KASHING, British str., 1,147, S. W. Pickard,
 21st Nov.—Swatow 20th Nov.—Butter
 field & Swire.
 KICKANG, British str., 1,228, H. Wavell, 21st
 November—Shanghai via Amoy 17th Nov.,
 General—Butterfield & Swire.
 PRINZ LUOWIG, German str., 4,630, F. v.
 Hinzp, 21st Nov.—Yokohama 12th Nov.,
 General—Melders & Co.
 QUANTA, German str., 1,145, H. Madseu, 20th
 Nov.—Java ports 18th Nov., Sugar and
 General—Java-China-Japan Line.
 SUI MOW, German str., 1,112, W. Treumann,
 21st Nov.—Singapore 15th Nov. General—
 Hamburg-Amerika Line.
 WAGAN, British str., 1,127, A. A. Campbell,
 21st Nov.—Tientsin 13th and Weihaiwei
 16th Nov. General—Jardine, Matheson &
 Co.

CLEARANCES.

At the Harbour Master's Office.
 21st November.
 J. Dierichsen, German str., for Hoihow
 Kogashira Maru, Japanese str., for Singapore.

DEPARTURES.

21st November.
 Amoy, German str., for Hoihow.
 BENAYON, British str., for Nagasaki.
 CHIRILL, British str., for Hoihow.
 EMPRESS OF JAPAN, Br. str., for Vancouver.
 FRANK FERDINAND, Aus. str., for Shanghai.
 GLENAYON, British str., for Shanghai.
 HOPKINS, British str., for Hoihow.
 HUE, French str., for K. C. Wan.
 LAISAN, British str., for Singapore.

SHIPPING REPORTS.

The British str. Kishu reports: Fresh
 N. E. wind, dull cloudy weather.

VESSELS IN DOCK.

November 21st.
 AFTERBORN DOCKS.—Hongkong.
 KOWLOON DOCKS.—Ned. Melior, Sur. An.
 H.M.S. Taku, German str., Tinsu, Tangu Maru.
 COSMOPOLITAN DOCKS.—Tinsu, Phenomenon.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY,
 LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAICHING."
 Capt. A. E. Hodgins, will be despatched for the
 above ports TO-DAY, the 22nd inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS, LAPELLE & CO.,
 General Managers.
 Hongkong, 19th November, 1907. 1843

COMPAGNIE DES MESSAGERIES

MAIRITIMES.
 FOR SHANGHAI, KOBE AND
 YOKOHAMA.

THE Company's Steamship.

"TOURANE."
 Captain Lancelotti, will be despatched for the
 above ports on or about MONDAY, the
 25th inst.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 20th November, 1907. 2

JAVA-CHINA JAPAN LINE.

FOR BATAVIA, CHERIBON
 SAMARANG, SOERABAYA AND
 MACASSAR.
 Taking cargo to all ports in Netherlands India
 on through Bill of Lading.

THE Steamship.

"TIBODAS."
 Captain Zwart, will be despatched for the above
 ports on or about 28th inst.
 For information as to Freight and Passage,
 apply to the
 Head Agent of the
 JAVA-CHINA-JAPAN LINE,
 York Buildings, 1st Floor.
 Hongkong, 19th November, 1907. 1844

EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 Calling at Timor, Port Darwin, and
 QUEENSLAND PORTS, and taking through
 cargo to ADELAIDE, NEW ZEALAND,
 TASMANIA, &c.

THE Steamship.

"EASTERN."
 Captain McArthur, will be despatched as
 above on SATURDAY, the 30th inst., at Noon.
 This well-known steamer is especially fitted
 for Passengers, and has a Refrigerating Cham-
 ber, which ensures the supply of Fresh Pro-
 visions, Ice, &c., throughout the voyage.
 This steamer is installed throughout with
 the Electric Light.
 A Stewardess and a duly qualified Surgeon
 are carried.
 N.B.—To assure the additional comfort of
 passengers the steamers of the Company have
 electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 4th November, 1907. 1767

FOR NEW YORK VIA PORTS AND

SUEZ CANAL.
 (With liberty to call at the Malabar Coast).

THE Steamship.

"SCHUYLKILL."
 Captain Anderson, will be despatched as
 above on or about the 10th December.
 For Freight, &c., apply to
 STANDARD OIL CO. OF NEW YORK,
 Oriental Freight Department,
 (Hotel Mansion).
 Hongkong, 13th November, 1907. 171

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked
 "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DEVANHA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 4th December.
MARSEILLES, &c. VIA PORTS OF CALL...	TOKIN	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 28th inst., at 1 P.M.
MARSEILLES, ANTWERP & HAMBURG	BRISGAVIA	Ger. str.	k.w.	Girtenbrau	HAMBURG-AMERIKA LINE	On 28th inst.
MARSEILLES, HAVRE, GOTHENBURG &c.	CANTON	Ger. str.	k.w.	—	MALCHERS & CO.	End of November.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	To-morrow.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 11th December.
TRIESTE, &c. VIA SINGAPORE, &c.	SILESIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 11th December.
NEW YORK VIA PORTS & SUEZ CANAL	SCANDIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	About 21st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	CHINA	Aus. str.	—	A. Petric	SANDER, WIEBER & CO.	About 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHOLL	Am. str.	—	—	SHEWAN TOMES & CO.	About 10th December.
EMPERESS OF CHINA	SCHUYLKILL	Brit. str.	2 m.	Anderson	STANDARD OIL CO.	On 19th Dec., at 4 P.M.
MONTEAGLE	TREMONT	Am. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 29th Jan., at Noon.
CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.	KATHERINE PARK	Brit. str.	—	T. W. Garlick	DODWELL & CO., LTD.	On 10th December.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	—	TOYO KISEN KAISHA	Middle of December.
COBE	CHANGSHA	Brit. str.	1 m.	McArthur	GIBB, LIVINGSTON & CO.	On 30th inst., at Noon.
JAPAN	IRINZ SIGISMUND	Ger. str.	—	D. Lenz	BUTTERFIELD & SWIRE	On 4th Dec., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TAIKIN	Brit. str.	1 m.	C. Lindbergh	MELCHERS & CO.	On 5th Dec., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HUICHOW	Dut. str.	—	H. Kopp	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. R. LEITOLD	Brit. str.	1 m.	E. Forsyth	JAVA-CHINA-JAPAN LINE	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HANGSANG	Ger. str.	—	H. Kirchner	MELCHERS & CO.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DORTMUND	Brit. str.	—	A. E. Sandbach	HAMBURG-AMERIKA LINE	On 29th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NYANZA	Ger. str.	k.w.	—	P. & O. S. N. Co.	About 24th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOURANE	Brit. str.	—	—	MESSAGERIES MARITIMES	About 25th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WOSANG	Brit. str.	—	—	P. & O. S. N. Co.	About 29th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DELTA	Brit. str.	—	—	HAMBURG-AMERIKA LINE	On 2nd December.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k.w.	—	JARDINE, MATHESON & CO., LD.	On 3rd Dec., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	—	MELCHERS & CO.	About 4th December.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PAOTING	Ger. str.	—	—	JARDINE, MATHESON & CO., LD.	On 24th inst., at 9 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DAIJIN MARU	Brit. str.	1 m.	Bradley	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YICHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAICHING	Brit. str.	1 m.	I. Sakurai	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KIKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHAOHSING	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HUEH	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	RVH	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YUNANG	Brit. str.	1 m.	A. W. Outbridge	JARDINE, MATHESON & CO., LD.	On 29th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	—	T. Meyrick	BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KASHING	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BORNEO	Brit. str.	1 m.	T. W. Pickard	BUTTERFIELD & SWIRE	Middle of December.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NAMANG	Brit. str.	—	F. Sembill	JARDINE, MATHESON & CO., LD.	On 7th Dec., at 3 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	THILATAP	Dut. str.	—	P. H. Rolfs	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	THIBODAS	Dut. str.	—	van Emmerijk	JAVA-CHINA-JAPAN LINE	About 28th inst.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
 Hongkong and Manila. Saloon amidships. Electric Light. Perfect
 Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
 date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 23rd November.
ZAFIRO	2540	A. Fraser	Manila	On 30th November.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 19th November, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ
 CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ATHOLL" ... About 30th November.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 19th November, 1907.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPEN- HAGEN AND GOTHENBURG	"CANTON"	End of November.
SHANGHAI, YOKOHAMA AND KOBE	"SIAM"	End of November

For Further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 8th November, 1907.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI VIA SWATOW & Ningpo	"HANGSANG"	Friday, 22nd Nov., Noon.
MANILA	"LOONGSANG"	Friday, 22nd Nov., 4 P.M.
SHANGHAI	"WOSANG"	Thursday, 28th Nov., 4 P.M.
MANILA	"YUENSANG"	Friday, 29th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Tuesday, 3rd Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 7th Dec., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.

Penang " " 85. " 130.

Calcutta " " 165. " 250.

These Steamers have superior accommodation for First-Class Passengers and are fitted

throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
 GENERAL MANAGERS.

Hongkong, 22nd November, 1907.

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These
 have very large cabins, provided with the highest comfort yet attained in ocean travelling. They
 are midship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.
 These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at
 NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers
 Return tickets issued at reduced rates available for two years. Through tickets to be
 had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SCANDIA ... 2nd December

HABSBURG ... 2nd Jan., 1908

RHENANIA ... 2nd Febr., 1908

HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEN,

SUEZ, PORT SAID, NAPLES,

PLYMOUTH, HAVRE, & HAMBURG

SILESIA ... 11th December

SCANDIA ... 9th Jan., 1908

HABSBURG ... 5th Febr., 1908

RHENANIA ... 5th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 29th Nov.

SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.

C. FRID. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMEWARD:

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the

LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS, in the

Also via Aden or Port Said by the "ARABIC" Persian Service to Arabian and

Persian Gulf Ports.

SITHONIA ... HAVRE & HAMBURG ... 23rd Nov.

BRISGAVIA ... MARSEILLES, ANTWERP & HAMBURG ... 28th Nov.

SILESIA ... NAPLES, HAVRE & HAMBURG ... 11th Dec.

SEGOWIA ... HAVRE & HAMBURG ... 25th Dec.

SCANDIA ... NAPLES, HAVRE & HAMBURG ... 9th Jan. '08

* Special attention of intending Passengers is drawn to the splendid accommodation of this

Steamer. Saloon and cabin midship. Lighted throughout by electricity. Duly qualified

Doctor and stewardesses carried. Laundry on board.

12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
* TREMONT	9,006	T. W. Garlick	On 10th December.
* SUVERIC	6,232	W. Shotton	On 4th January, 1908.
* KUMERIC	6,232	Cowley	On 28th January, 1908.
* SHAWMUT	9,006	E. V. Roberts	On 21st February, 1908.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
 staterooms at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, and YOKOHAMA.	NYANZA	About 24th Nov.	Freight and Passage.
SHANGHAI	DELTA	About 29th Nov.	Freight and Passage.
LONDON via USUAL PORTS	DEVANIA	Noon, 30th Nov.	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MALACCA.	NORE	About 4th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 18th November, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"YCHOOW"	On 22nd Nov., 4 P.M.
CEBU and ILOILO	"KASHING"	On 22nd Nov., 4 P.M.
TIENTSIN	"HUICHOW"	On 23rd Nov., 4 P.M.
NINGPO and SHANGHAI	"PAOTING"	On 23rd Nov., 4 P.M.
HOIHOW and HAIPHONG	"HUPEH"	On 25th Nov., 4 P.M.
KOBE	"TSINAN"	On 25th Nov., 4 P.M.
MANILA	"TAMING"	On 26th Nov., 4 P.M.
SWATOW and SHANGHAI	"KUIKIANG"	On 26th Nov., 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"SHAHSING"	On 4th Dec., 4 P.M.
	"CHANGSHA"	On 4th Dec., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Febr.
"MONTEAGLE"	6,163	WEDNESDAY, 29th Jan.	22nd Febr.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 13th Febr.	2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 12th March	30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 27/10.

Intermediate on Steamers 240 .. 242.

and 1st Class Railways 240 .. 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.	"PRINZ REGENT LUITPOLD"	About Monday, 25th November.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.	"YOKO"	About Wednesday, 4th December.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	"PRINZ SIGISMUND"	Thursday, 5th Dec., at 5 P.M.
KUDAT and SANDAKAN	"BORNEO"	Middle of December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th November, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. "PAUL BEAU" 1,800 tons, 14 knots.
S.S. "CHARLES HARDY" 1,800 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong 9.30 P.M. (SATURDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETT & CO.,
Agents.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIBODAS.	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIKINI.	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS.	JAVA	First half of Dec.	JAVA PORTS	First half of Dec.
TJILIWONG.	JAPAN	Second half of Dec.	JAVA PORTS	Second half of Dec.
TJIMAHY.	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 20th November, 1907.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR THE CO.'S S.S.

LEAVING

* TAMSUI via SWATOW {"DAIJIN MARU"} SUNDAY 24th Nov.,
AND AMOY Capt. I. SAKURAI at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch. OFFICE Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th November, 1907.

T. ARIMA, Manager

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PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

	TONS REG.
"BUELOW"	8,000
ON MARCH 11TH.	
Capt. FORMES.	
"PRINZ LUDWIG"	9,630
ON MARCH 25TH.	
Capt. VON BINZER.	
"PRINZESS ALICE"	10,911
ON APRIL 8TH.	
Capt. POLACK.	

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO
LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELOHERS & CO.,

General Agents.

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THOS. COOK & SON, ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East—

16, DES VEUZ ROAD,
HONGKONG.

Japan Office—

14, WATER STREET,
YOKOHAMA.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I. Austrian cruiser, 4,300,

Capt. Ferdinand Bülau, Northern Waters

FRENCH.

Allouette, river gunboat, Lieut. Millet, Cochinchina

Argus, gunboat, 123 tons, guns, 500 h.p.,

Lieut. Jeannel, Canton

Carondelet, gunboat, Lieut. Kerchaud, Saigon

Duclos, gunboat 645 tons, 10 guns, 1,000 h.p.,

Lieut.-Comdr. L'Eost, Haiphong

D'Entrecasteaux, French cruiser, 8,000, Capt.

Tacon, Shanghai

Bourgeois, submarine, Saigon

Beaujeu, river gunboat, Lieut. Portier,

Haiphong

Jacquin, river gunboat, Lieut. Le Corolle

Annam-Tonkin, reservoir

Javeline, destroyer, 330 tons, 7 guns, 300 h.p.,

Lieut. Sagos-Duvalroux, Saigon

Korsair, gunboat 1250 tons, 6 guns, 2200 h.p.,

Comdr. Simon, Saigon

Lynx, submarine, Lieut. Armbruster, Saigon

Montcalm, cruiser (Flagship of Vice-Admiral

Richard, Commander in Chief), 9700 tons

12 guns, 19,000 h.p., Capt. Martel

Mouquet, destroyer, Lieut. Duchemin, Baie

d'Along

Oly, gunboat, Lieut. Grellier, Yangtze

Peiho, gunboat, Lieut. Marchand, Tongku

Perle, submarine, Saigon

Pistol, destroyer, Lieut. de Reinach Werth,

Baie d'Along

Protee, submarine, Lieut. Glorieux, Saigon

Rapier, destroyer, 330 tons, Lieut. Vincent de

Brihonnac, Saigon

Redoubtable, battleship, (in reserve) 9347 tons,

8 guns, 6071 h.p., Rear Admiral de

Mirville, Saigon

Sabre, destroyer, 330 tons, Lieut. Mallex

Styx, armed gunboat, 1796 tons, 10 guns,

1700 h.p. Duc, Saigon

Surprise, gunboat, 639 tons, 2 guns, 900 h.p.,

Lieut. Roque, Haiphong

Takiang, gunboat, Yangtze

Talon, destroyer, Com. Turquem, Saigon

Vanhan, torpedo-boat (reserve), 6150 tons, 23

guns, 4560 h.p., Hongkong

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p.,

Lieut. Brignon, Canton

GERMAN.

Furst Bismarck, (flagship), 11,000 tons, 36 guns,

14,000 h.p., Kommandant Admiral Breusing,

Tientsin

Illis, gunboat 1000 tons, 10 guns, 1300 h.p.,

Captain Kied

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p.,

Commander Kloebe, Yangtze

Leipzig, cruiser, Commandant von Rothkerch

Paulhoon

Luchs, gunboat 850 tons, 10 guns, 1344 h.p.

Commander Hartog

Niobe, cruiser, Commandant Witschel

Thetis, cruiser, 2650 tons, 24 guns, 8900 h.p.,

Captain Glazet

Tiger, gunboat, 400 tons, 10 guns, 1800 h.p.,

Commander V. Alaken

Teisigian, gunboat, 177 tons, 5 guns, 1300 h.p.,

Lieut. Brehmer

Vaterland, gunboat, tons, 3 guns, 501 h.p.,

Lieut. de Spessati

Vesuvio, cruiser, 2,145 tons, Baron de Saint

Pierre, Shanghai

PORTUGUESE.

Rio Lima, cruiser, 720 tons, 7 guns, Macao.

Manila

Arayat, gunboat, Ensign R. E. Riggs, com-

manding, Cavite

Bainbridge, torpedo-boat destroyer, 420 tons,

Lt. C. H. Woodward commanding

Barry, torpedo-boat destroyer, 420 tons, Lt. A.

E. Watson commanding, Manila

Callao, gunboat, 600 tons, Ensign Gay Whit-

lock commanding, Manila

Obatanaoga, cruiser, 3100 tons, Commander

lex Sharp, Yangtze

Cincinnati, cruiser 3213 tons, Commander

J. M. Robinson, Amoy

Colorado, armoured cruiser, 13,500 tons, Captain

Sidney A. Stanton

Concord, gunboat, Commander Boush,

Manila

Elcano, gunboat, 690 tons, Lt. Commander

J. L. Jayne, Hongkong

Galveston, cruiser, 3100 tons, Commander

W. G. Cutler, Chefoo

Helena, gunboat, 1397 tons, Commander J. C.

Gilmore, Manila

Maryland, armoured cruiser, 13,500 tons, Capt.

John R. Ingersoll

Mondack, monitor, in reserve, Lt. Commah-

der J. L. Parrell, Cavite

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON,
COLOMBO AND STRAITS.

THE Steamship

"CARDIGANSHIRE"
Captain Tyers, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 18th November, 1907. 1845

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th November, 1907. 1846

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"GLENAVON,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS

